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SUPPOSE at your breakfast table this morning your wife should greet you with this suggestion: "John, let us go to the automobile race today. I feel like taking a walk. We will stroll alongside of the cars and talk to the drivers." It would be enough to make you choke on your coffee. The mere thought of getting too near the modern rubber-shod demons of speed makes you wonder if your life insurance is paid up. To attempt to carry on conversation with the huddled forms bent double over the steering wheels of the snorting cars that whiz past, is simply indicative of something uncomplimentary. But this is exactly the way people went to the first auto race in America—they leisurely walked alongside of the cars and, while history is vague as to the exact conversation between drivers and pedestrians, it is probable that the spectators were "kidding" the drivers. We can even imagine these men being called "stationary engineers," so slowly did their craft move.



Nine Speedways Hold Auto Races This Year Sixth International Classic At Indianapolis

PERHAPS the analogy is not "literature" but it certainly is apt and depicts the idea to say that racing is the hen that hatched the great automobile industry.

You, who never saw an automobile race, who never drive more than twenty miles an hour and shy from a car famed for its racing as tho it was an untamed animal, are nevertheless indebted to the time annihilating sport for the safety of your car. The iterative engineer tells us that "speed spells safety." In fact, cars in this country were never built in any quantity greater than one or two at a time until one builder was so inspired as a result of what his car did in a race, that he had the preposterous nerve to start building as many as twelve cars. Be it said to his immortal credit that three of these were sold. And they were sold, not bought. It was racing that taught these men the courage of their convictions, back in 1895 when gasoline took on a new significance. A Duryea car was entered in America's first automobile race—also the French word "automobile" was not then accepted term. As the historian measures time this was only yesterday—but if you gauge time by what the automobile industry has accomplished, it was long ago, back in the dark ages of the self-propelled vehicle. This race was a fizzle, it is admitted. From a historical viewpoint it was one of the greatest single events in automobile history.

That the pleasure of motoring down to your office is possible in 1916, and was not delayed until your great grandson's time, is largely due to the fact that a certain newspaper aroused nationwide interest in an automobile race at a time when there was grave doubt whether there was even one car built with enough necessary merit to permit it to start a race—let alone finish.

German Car Wins

It was known as the "Times-Herald" race, and was postponed time and again for the all-sufficient reason that, despite the papers' enthusiasm and boasting, enough entrants could not be found even with a microscope. It was originally scheduled for July 4, with \$5,000 worth of prizes to spur the isolated inventors. Rival newspapers saw an opening here for "much poking of fun" at the Times-Herald, but the man behind it, Kodak, was not to be denied his automobile race. Finally, on Thanksgiving Day, a consolation race was staged in the streets of Chicago. A German car—a Benz—entered by Mueller of Decatur, Ill., won the race and the \$500, despite the inherent mechanical troubles of the car and the adverse weather conditions including twelve inches of snow. Duryea's car—a one cylinder contraption, driven by a belt—started alright, but had a game of tag, you're it, with a team of horses, ending by the Duryea going into the ditch, with a broken wheel. The

"Men From Home"—that is, Haynes and Apperson from Kokomo, Indiana, were on the job with a car that won \$150 prize for the best designed vehicle motor, but it practiced that present day habit of motor-cars, it skidded, and broke a wheel and never got farther than the starting line.

Goes With Barnum Circus

But this race gave the automobile industry a shove, the momentum of which is still gaining impetus.

In 1896, on Memorial Day, John Brien Walker fathered another race, the course of which was in New York City, starting from the City Hall. Duryea's won with ease. Barnum took a Duryea car after this with his circus—as a drawing card and an opportunity for the press agent to exert himself, this car was the rival of the "Bearded Lady" and the "Wild Man From Borneo."

Europe's first automobile race was staged in 1894 from Paris to Rouen, and twelve months later the world's breath was momentarily taken away by the dare-devil performance of a Panhard-Levassor car going 744 miles at an average speed of about 15 miles an hour.

The first race that assumed an international aspect was held in London, Nov. 14, 1896. Incidentally, automobile chronicles record that it was on this day England canceled its ruling that an automobile had to be preceded in the streets by a man waving a red flag and other rules that prohibited speed-mania, such as exceeding four miles an hour. Frank Duryea won this race with his "Made in U. S. A." car almost an hour before his nearest rival.

Contemporary with these race events and resultant of their inspiration and practical proof of the horse-less vehicle success, the great automobile industry was emerging from its embryonic state and feeling its way toward its present attitude. It was still in the crawling period, not able yet to stand on its legs and make the seven league strides that later characterized it.

But whether we share the enjoyment of motor car racing with its ardent devotees, we must admit of the important function it played in giving us this industry.

If Adam Had An Auto

Time and distance have been the two main obstacles to civilization's progress from the time that Adam stumped his toe while out gathering nuts for breakfast. To get a longer hour and shorter mile has been the object of every age, so that the introduction of this new means of locomotion was in harmony with the world's need.

Using this need as the premise motor car builders began to blossom forth in blacksmith shops, wood sheds, and even domestic kitchens all over the United States. Even our present day First Voters can remember without stripping their memory-gears how almost every cross road had and parts from bingies. True most of these motor car forefathers were looked upon by their neighbors as being just a wee bit off, but few took them seriously until now and then one of them actually got together enough odds and ends that would start but would not stop—then there was consternation, rambling as a favorite flower bed was transgressed or a hitching post bent.

Between these first samples at motor car racing and the present day genuine articles, many things contributed to shape the course of events. Factories sprung up generally and various contests were held, such as twenty-four hour races on mile dirt tracks; the Vanderbilt race that kept folks up all night and ruined many a digestion; the Crown Point road races, etc. In themselves, they were interesting and worth the price of admission and taken collectively registered, as in a speedometer, rapid progress for the car builders. From a sensational viewpoint it remained for four Hoosiers to dream

a dream of thrill-engendering attributes that dwarfed all previous race undertakings. This dream heralded the dawn of today's speedway racing.

Indiana Heads the List

The Sixth International Sweepstakes race is to be held at Indianapolis, May 30th. Many foreign entries are promised despite the war. Ralph De Palma won last year in a German made car.

C. C. Fisher, A. C. Newby, James Allison and A. C. Wheeler were seated under a spreading maple tree eating a midnight lunch at the Indiana State Fair Grounds. On the horse track two National cars were phlegmatically chasing each other, driven by boys from the shops, (this was before the day of professional drivers), who were determined to race the hands of their clock for twenty-four hours. Perhaps it was the romantic flicker from the camp fire, maybe it was the moon, or the sandwiches, but certainly something "got a spark" from the brains of these successful business men and started them aeroplaning mentally to dizzy heights. The paradox of it all is that no matter how high their imaginations soared, they kept their feet on the ground. They were not inspired by money-making ambitions either. It was the love of the sport, and the good of the industry that they had factored.

When dawn came these men started prospecting for a suitable site near enough to Indianapolis where they could build America's first speed arena. Five miles northwest of the city, as they drove along the dusty rural road, they passed several corn fields where the farmers were beginning their day's plowing. Time—plus a lot of hard work—has metamorphosed those corn fields into a great race course, enclosed by high fences and observation towers, endowed with two and a half mile paved track with high banked curves and beautified by flowers, lawns and shade trees to say nothing of the enormous grand stands that seat about 100,000. There was nothing homopathic about what these men did—they thought and acted on a large scale.

Today, after you nose your way thru a throng of thousands and thousands of gasoline scented and dust covered tourists from the four corners of the map, and finally find your expensive box seats in one of the mammoth grand stands—you have no thoughts of "kidding" the drivers. One is too awed by the splendor and size of the grounds, by the spectacular array of brightly polished cars and the calm matter-of-fact way the intrepid pilots prepare to flirt with death.

Nine Speedways Today

The first race of the Indianapolis Motor Speedway, the dean of them all, was held in August, 1906. It was a 300-mile event. Others have been

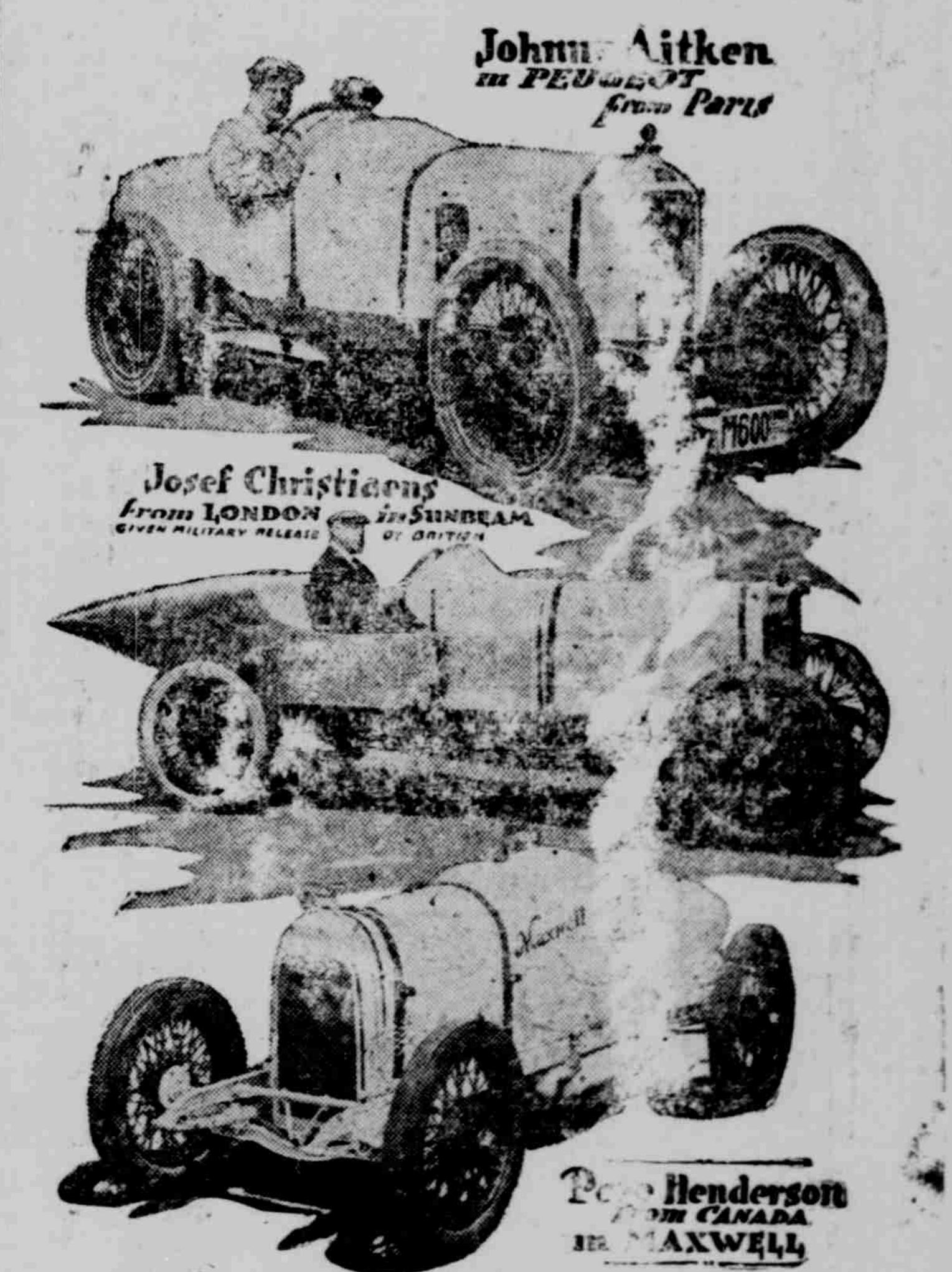
run every succeeding year ranging from one-mile events up to 500-miles and have attracted the finest creations of Europe to invade America and exert every possible effort to wrest the speed laurels. Europe it must be admitted, has had its lion's share of success too, since a few American-made cars have held their own stubbornly. Following the Indianapolis example—other cities have built speedways, two of which not on the front pages prominently last year, one at Chicago and one at New York. There are in all nine "temples" consecrated to the worship of Mercury. More than a quarter million dollars were given away in prizes in 1915 at the races held on these nine courses. It is the world's most expensive sport. A single entry costs about \$50,000.

Speed spells safety—it means a car that endures the abnormal strain, vibration and wear imposed at sustained speed will live longer when in daily routine private owner service. It means that racing has inspired the industry, has found the mistakes in mechanical construction and in fact, the race track has been the laboratory where experiments were made and the analytical secrets discovered. We may not believe in racing—but we must believe in what it has done and is still doing. You may own a car of a make that was never in a race—but chances are ten to one that the steering knuckle on your car is safe because of what racing taught some other maker about steering knuckles. If not this, then the type of motor car you have or even, maybe, the shape of your car body.

Entries for Indianapolis Race, May 30th

Driver	Car	From
Barney Oldfield	Delage	Los Angeles
Dario Resta	Peugeot	Europe
Eddie O'Donnell	Duesenberg	Minneapolis
Wilbur D'Alen	Duesenberg	Minneapolis
Not Announced	Duesenberg	Minneapolis
Eddie Rickenbacher	Maxwell	Indianapolis
Pete Henderson	Maxwell	Canada
Not Announced	Maxwell	
Louis Chevrolet	Frontenac	Europe and Detroit
Arthur Chevrolet	Frontenac	Europe and Detroit
Gaston Chevrolet	Frontenac	Europe and Detroit
Tom Rooney	Premier	Chicago
Gil Anderson	Premier	Norway
Harry Stillman	Premier	Indianapolis
Josef Christians	Sunbeam	London
Not Announced	Sunbeam	Europe
S. Osteweg	Osteweg	Lee, Ill.
Ralph Mulford	Peugeot	Brooklyn
C. F. Du Chesneau	Du Chesneau	Kansas City
Tom Alley	Orgen Special	Milwaukee
Mystery Driver	Mystery Car	Cleveland
John Aitken	Peugeot	Indianapolis
Charlie Merz	Peugeot	Indianapolis
Carl Limberg	Delage	Pittsburgh
Jack Le Clair	Delage	New Orleans
Not Announced	Delage	
Billy Chandler	Crawford	New York
Louis Johnson	Crawford	New York

Several more entries are expected, but the Speedway announces only those definitely signed



America's First Auto Race — A Crawl to 100 M. P. H. Today

